

Objectives & Actions

OBJECTIVE B1

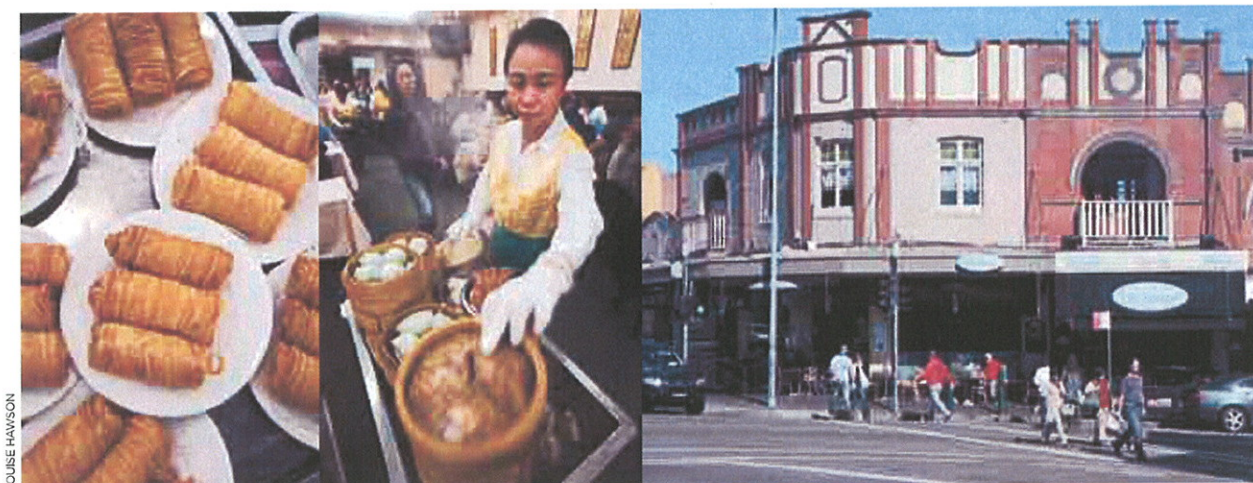
TO FOCUS ACTIVITY IN ACCESSIBLE CENTRES

COMMERCIAL AND RETAIL DEVELOPMENT IN CENTRES

Sydney has successfully created a network of large and vibrant centres throughout its metropolitan area, in part through limiting out-of-centre commercial development (which includes retail premises, business premises and office premises). The Metropolitan Plan continues to support the location of commercial development in the central part of existing or planned centres. By providing adequate capacity for commercial development within centres, more sustainable growth can be achieved, avoiding pressure for such development in inappropriate out-of-centre locations.

The pressure for retailing to occur in industrial areas continues to exist. Ideally, retailing in areas with an industrial zoning should continue to be limited to retailing that is ancillary to an industrial use, and the retailing of products such as building supplies—where the retailing generates impacts akin to industrial uses.

Retailing which requires large floor areas, such as bulky goods premises, cannot always be readily accommodated in existing centres. Subregional planning and local planning will need to identify locations for subregional clusters for this kind of retail development which support the economic development of centres in those subregions. The *B5 Business Development Zone* is generally an appropriate zone in which to cluster this kind of development.



LOUISE HAWSON

HOUSING IN CENTRES

The Metropolitan Plan aims to accommodate 80 per cent of Sydney's new housing within the walking catchments of existing and planned centres. The *Metropolitan Development Program 2008-09* report indicates that over the past 10 years, only 61 per cent of new dwellings have been located in centres. A concerted effort will be required to increase this proportion.

Focusing new housing in and around centres helps to make efficient use of existing infrastructure, increases the diversity of housing supply, allows more trips to be made by public transport and helps strengthen the customer base for local businesses. Combined with other factors such as high quality civic spaces, a diverse range of retail premises and businesses will help to make centres attractive places to live. Locating a greater proportion of dwellings closer to employment and services can also help make the city more liveable and socially inclusive.

FIGURE B4
DISTRIBUTION OF DWELLINGS
BY CENTRE TYPE SOURCE DOP 2010b

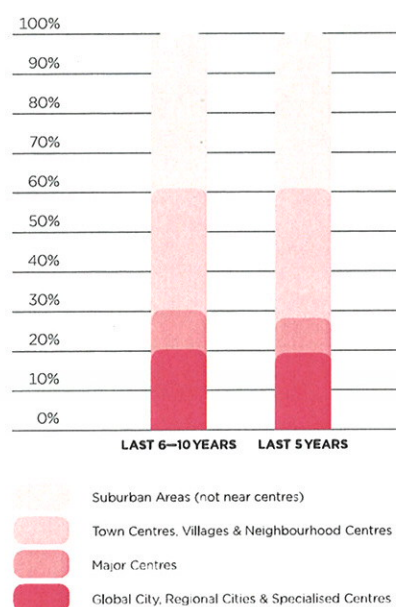


TABLE B2 DISTRIBUTION OF DWELLINGS BY CENTRE TYPE SOURCE DOP 2010b

LOCATION BY CENTRE TYPE		LAST 6-10 YEARS		LAST 5 YEARS	
		DWELLINGS	%	DWELLINGS	%
STRATEGIC CENTRES	Global City Regional Cities Specialised Centres	20,639	20.6	14,623	19.1
	Major Centres	10,021	10.0	6,551	8.6
LOCAL CENTRES	Towns Villages Neighbourhood Centres	30,991	30.9	25,506	33.3
OUTSIDE CENTRES	Suburban Areas (not near centres)	38,762	38.6	29,910	39.1
TOTAL	Existing Urban Areas	100,412	100%	76,590	100%



SOCIAL INFRASTRUCTURE IN CENTRES

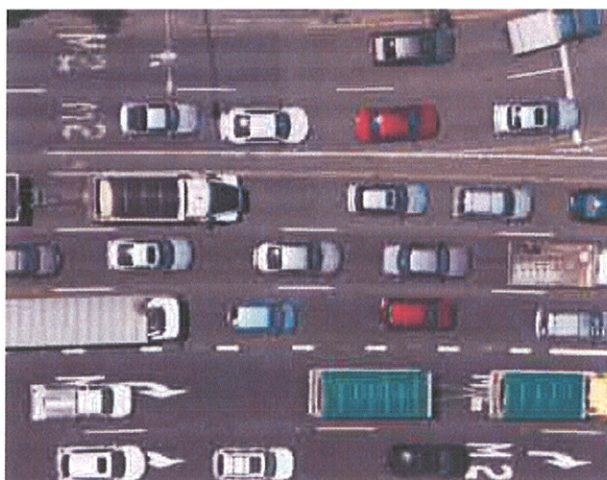
There is a broad range of facilities which play an important role in the functioning of communities. These are best located in centres because they attract large numbers of people and provide a focus for other activities. It is also important they be highly accessible by public transport. Community facilities and public administration buildings, and their associated public domain spaces, often act as important places for people to gather. Planning for the renewal of centres may identify opportunities for civic buildings to be relocated from out-of-centre locations to within centres better served by public transport. Planning for the renewal of large sites may present opportunities for community facilities to be incorporated into new mixed-use developments.



FREIGHT AND DELIVERIES IN CENTRES

As the number of people living and working in centres grows, the need for freight and delivery movements into centres, particularly morning deliveries of fresh food, will also grow. Delivery movements into densely populated centres have the potential to create noise problems for surrounding dwellings, particularly in the early morning, and compete for road space with other traffic, particularly during the morning peak hours.

In planning for centres, councils must strike a balance between the needs of local residents and broader regional considerations. Residential areas must be shielded from noisy areas such as loading docks. Opportunities should also be identified for more flexible delivery hours. In some centres, this could mean allowing deliveries before the morning peak if noise impacts upon dwellings can be mitigated. Deliveries outside peak periods can be faster and more efficient, reducing congestion and greenhouse gas emissions as well as lowering freight costs.



ACTION B1.1**Plan for centres to grow and change over time**

During the preparation of *Subregional Strategies* and *LEPs*, the Department of Planning, Transport NSW and councils will identify centres that will grow and change over time to provide additional housing, employment and services. The main criteria for determining these centres will be the current and proposed level of public transport capacity and access. Other criteria will include the economic feasibility of development, land ownership patterns and the availability of large, well-located sites for redevelopment and the proximity of social infrastructure.

Development will occur within the walking catchments of centres. In the case of commercial development (including retail premises), this should occur in the central part of the centre, in or adjacent to an existing commercial area. *LEPs* will be used to provide capacity for the desired growth.

ACTION B1.2**Establish appropriate mechanisms in *Subregional Strategies* to provide sufficient capacity for commercial development in centres, taking into account identified demand**

The Department of Planning will lead strategic work with local councils at a subregional level to undertake supply and demand assessments for commercial development (including retail premises, business premises and office premises) and to identify appropriate locations for commercial development.

This work will be used in the preparation of *LEPs* to provide sufficient capacity for commercial development in existing centres, and/or in identified new centres or clusters. By providing adequate capacity for this development in or adjacent to the existing commercial part of existing centres—or in identified emerging centres—more sustainable growth can be achieved, avoiding pressure for out-of-centre development.

ACTION B1.3**Aim to locate 80 per cent of all new housing within the walking catchments of existing and planned centres of all sizes with good public transport**

The Metropolitan Plan aims to focus the bulk of new housing development in or near centres with good public transport or where expanded public transport services are planned. Transport corridors with capacity also provide the opportunity for centres to grow and new centres to emerge.

The Plan aims to locate 80 per cent of new housing within the walking catchments of centres to 2036. The focus will be on all types of centres (refer Appendix 4) including the numerous Local Centres with access to public transport and infrastructure that have experienced low levels of renewal over the past 10 years. Relevant *LEP* proposals will need to support this principle.

In the case of Strategic Centres, planning for new dwellings will need to complement the employment function of the centre and, where applicable, not compromise the commercial core. For example, the Specialised Centres of Port Botany and environs, and Sydney Airport and environs are not appropriate locations for new dwellings.

Structure planning for new and existing centres should include lot sizes that vary by proximity to public transport and services. To diversify housing, 'bands' of densities should be created to:

- confine larger lots to outside the walking catchments of centres
- provide smaller lots within the walking catchments of centres, such as lots of around 150m² in the most accessible locations, and
- allow higher forms of density such as shop top housing in main streets

Providing for a range of densities will be easier to achieve in greenfield release areas, but is also important when renewing existing urban areas. The *Housing Diversity Guide* prepared by Landcom identifies the key planning and design principles essential to delivering high quality housing diversity.

The annual *Metropolitan Development Program* reporting will be expanded to update Sydney's centres database yearly. An annual update from councils will improve understanding of how centres are evolving and allow accurate monitoring of in-centre and out-of-centre development. This will provide a valuable database for Government agencies and the public.





OBJECTIVE B2 TO STRENGTHEN MAJOR AND SPECIALISED CENTRES TO SUPPORT SUSTAINABLE GROWTH OF THE CITY

Along with Global Sydney and the Regional Cities (detailed in *Strengthening the City of Cities*), Major Centres and Specialised Centres are of great State strategic importance. Their role is highlighted in the *NSW State Plan* in relation to 'improving the public transport system' and 'growing cities and centres as functional and attractive places to live, work and visit'. Major Centres and Specialised Centres are set out in Appendix 5.



MAJOR CENTRES

Major Centres have typically developed along Sydney's heavy rail lines and are key nodes in the structure of the city's broader transport network. They are significant locations for shopping, business and services and play a key role as employment destinations. Their accessibility and amenity makes them appropriate for higher density housing. Major Centres are not expected to share identical growth paths; some may have a stronger focus as employment destinations while others may develop a broader mix of uses including more housing. Major Centres are characterised by an employment base of at least 8,000 jobs.

They consist of established Major Centres, Planned Major Centres and Potential Major Centres, describing different stages of growth. Planned Major Centres are emerging locations for shopping, jobs and services in identified residential growth areas, and currently include Rouse Hill, Green Square and Leppington.

Potential Major Centres are existing centres with assets able to support growth such as public transport access and open space connections. They have potential to become larger shopping, jobs and service hubs in areas that may support increased residential development. They currently include Sutherland, Mt Druitt, Fairfield and Prairiewood.

The *2005 Metropolitan Strategy* identified three Potential Major Centres—Fairfield, Cabramatta and Prairiewood—within the West Central Subregion. Fairfield and Cabramatta are geographically close, and over the past five years it has become clear Fairfield has greater potential to be a focus for employment and services. Cabramatta will therefore now be identified as a Town Centre and will continue to play a key role as a vibrant and diverse retail-focused centre.

BANKSTOWN





SPECIALISED CENTRES

Specialised Centres are areas containing major airports, ports, hospitals, universities, research and/or business activities that perform vital economic and employment roles across the metropolitan area. They are characterised by complex interaction with the rest of the city; growth and change in and around them must therefore be carefully planned.

Specialised Centres typically have a stronger employment or economic function than other centres, with a reduced focus for housing. In common with Major Centres, Specialised Centres have an employment base of at least 8,000 jobs. They consist of established Specialised Centres, Planned Specialised Centres and Potential Specialised Centres.

The 2005 *Metropolitan Strategy* identified Sydney Olympic Park–Rhodes as a single Specialised Centre due to their geographical proximity and potentially complementary role. However, each has developed as a distinct centre with an employment base of more than 8,000 jobs and they are now identified as two Specialised Centres.

Over time, both Sydney Olympic Park and Rhodes have the potential to take on the role of more traditional Major Centres with a mixture of housing, retail, office-based employment and services complemented by good public transport and access to open space and recreational

facilities. Sydney Olympic Park will further develop under the *Sydney Olympic Park Masterplan 2030* and continue to play an important role in hosting major events.

The Metropolitan Plan identifies Frenchs Forest and the Penrith Education and Health Precinct (addressed below) as Potential Specialised Centres.

The Frenchs Forest Potential Specialised Centre would be focused upon land near the intersection of Warringah Road and the Wakehurst Parkway. It would build upon opportunities presented by the existing employment area and a potential new hospital for the northern beaches. The centre would have the potential to become a focus for greater employment including health-related jobs. Subject to detailed strategic planning and urban design investigations, there would also be potential for some associated retail and residential uses. A new centre will increase employment opportunities, thereby containing local trips and potentially maximising the use of bus services along existing strategic bus corridors.

Other locations such as Marsden Park Industrial and Riverstone West Precincts in the North West Growth Centre may emerge as appropriate locations for potential Specialised Centres. The next review of the Metropolitan Plan will reconsider the appropriate status of these and other areas.

POTENTIAL SPECIALISED CENTRE

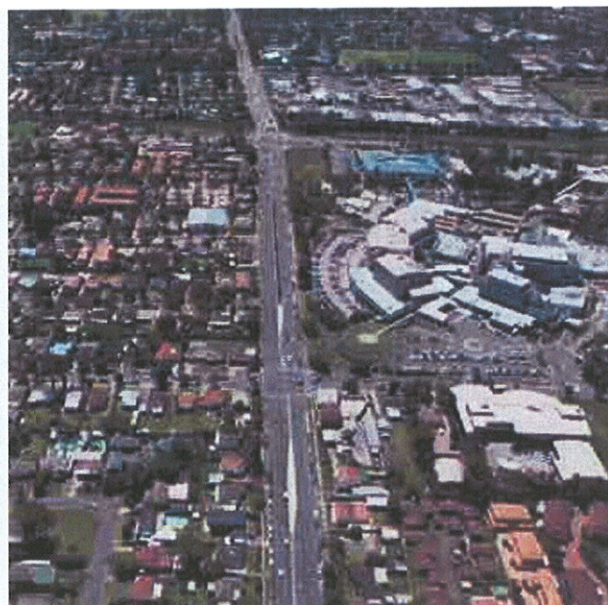
PENRITH EDUCATION & HEALTH PRECINCT



The establishment of the Penrith Education & Health precinct as a Potential Specialised Centre would build on employment and education opportunities around Penrith including Nepean Hospital at Kingswood and the University of Western Sydney and TAFE campuses at Kingswood and Werrington.

The NSW Government has supported the growth of the precinct in its response to the Western Sydney Jobs Summit in May 2010. The Government has supported the development and implementation of a strategy to attract related industry professionals and businesses, and identify essential infrastructure and regulatory requirements to facilitate development of the precinct. The Penrith Business Alliance has adopted a goal for the precinct: 'To become one of Australia's premier destinations for health, education, industry and medical research over the next 10 years'.

The NSW Government is participating in a Taskforce with the Alliance to develop a *Strategic Vision* for the Precinct.





ACTION B2.1

Promote identified future directions for Major and Specialised Centres through subregional and local planning, infrastructure planning and location of services

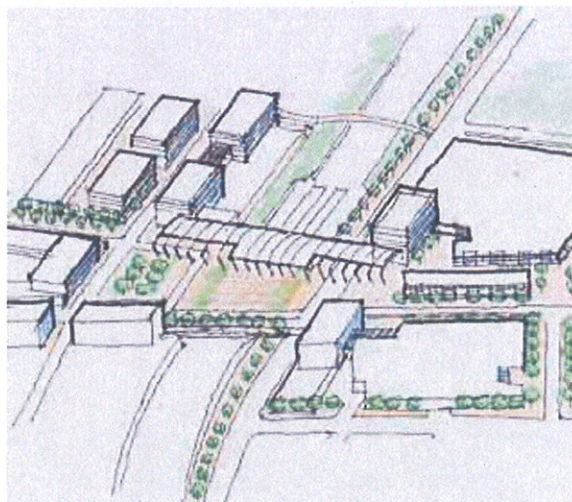
The NSW Government has a strategic interest in ensuring Major Centres and Specialised Centres remain a focus for economic and employment functions and other activities. Many centres have benefitted from public transport improvements and upgrades to other infrastructure such as roads and health services.

Appendix 5 identifies future directions which seek to strengthen each of the Major Centres and Specialised Centres, and which will inform the preparation of *Subregional Strategies* and *LEPs*. These centres will continue to be a focus for infrastructure planning and for the location of services provided by NSW Government agencies.

ACTION B2.2

Provide sufficient capacity for the clustering of businesses and knowledge-based activities in Major and Specialised Centres

The clustering of employment in Major Centres and Specialised Centres helps to encourage collaboration, competition and innovation. The strength of these centres is essential for the ongoing economic health of the city. For each of these centres, *LEPs* will provide capacity for the employment target contained in *Growing Sydney's Economy*.



COURTESY MORRISON

PLANNED MAJOR CENTRE LEPPINGTON

The *South West Growth Centre Structure Plan* identifies a new Major Centre in Leppington, centred on Leppington Station, which the NSW Government plans to open in 2016. Leppington Major Centre will be the largest centre in the South West Growth Centre. The South West Growth Centre is planned to accommodate around 300,000 new residents as it develops over the next 30 to 40 years. Leppington Major Centre is being planned now to ensure employment, shopping, essential services and entertainment are available to cater for the population's growing needs. A unique opportunity exists at Leppington to create a major new mixed use centre in a greenfield location with public transport provided early to encourage sustainable development.

Planning for Leppington Major Centre is targeting a minimum of 80,000 m² of retail floor space and jobs for up to 13,000 people by 2036 (similar in size to the Rouse Hill Major Centre currently developing in Sydney's North West). Employment opportunities will be created in a range of sectors including retailing, commercial office or business park developments, Government services and service industries. Over time, Leppington may grow beyond these targets, subject to demand for jobs, retail and other services as a result of growth in the South West Growth Centre and the broader South West Subregion. Planning controls for Leppington Major Centre will be flexible to cater for additional growth and changes in employment and retailing trends that may arise as the centre develops.

Leppington Major Centre will be a preferred location for major office or business park development with excellent road and rail access. Bus routes are being planned to ensure access from surrounding areas and the RTA is currently planning major upgrades to Bringelly Road and Camden Valley Way to improve access. The Department of Planning is working with other Government agencies to coordinate delivery of educational facilities and other human services within the centre. Government offices, facilities such as a TAFE campus, health services and a courthouse and justice precinct are being considered. The Department of Planning is also working with other agencies to coordinate timely water, sewer and electricity services to the centre.

OBJECTIVE B3

TO PLAN FOR NEW CENTRES AND INSTIGATE A PROGRAM FOR HIGH QUALITY URBAN RENEWAL IN EXISTING CENTRES SERVICED BY PUBLIC TRANSPORT

Urban renewal involves the revitalisation of existing urban areas to provide for a greater range of housing, employment, services and social activities. Urban renewal will be focused within the walking catchments of centres serviced by public transport so that more people will be able to shop, work and socialise close to where they live, without having to use a car.

Good urban renewal involves building upon the existing strengths of a centre and provides for the retention of existing heritage buildings, high quality urban design and architecture, and well-designed civic spaces to provide a focus for community activity. A centre's existing strengths may include cultural, sporting, recreation and parkland facilities. Urban renewal projects should utilise these assets to help create attractive and inclusive places.

Although urban renewal will occur throughout the walking catchments of centres, commercial development (including retail premises, business premises and office premises) is a key destination for travel and should be focused in the most accessible locations within centres to maximise the use of public transport. The public transport hubs are typically centrally located and accommodate the station precincts and bus stops.

The challenge of accommodating most of our growing population in existing urban areas is considerable.

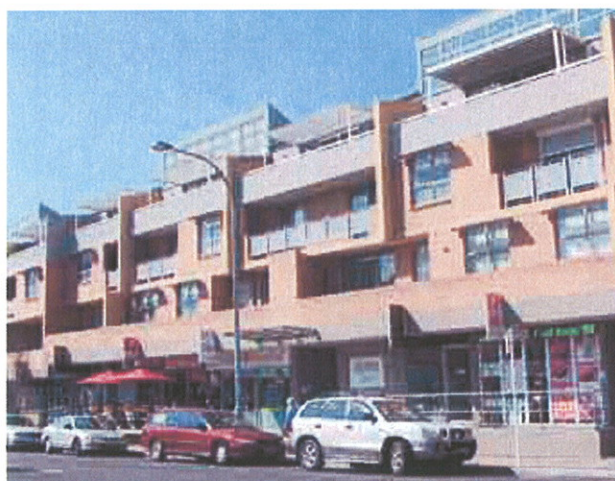
Well located and well designed urban renewal can:

- revitalise existing centres to create vibrant places where it is pleasant to live, work and socialise
- increase housing supply and the range of housing types and sizes
- enhance public domain and civic spaces
- create opportunities and better conditions for walking and cycling

- improve centre economies by clustering activity to enhance business viability
- reduce infrastructure costs needed to service urban growth that would otherwise occur on the fringe of the city, and improve viability of infrastructure improvements in centres
- create opportunities to better meet the housing needs of the whole community through the provision of diverse housing options, including social housing renewal, and
- improve environmental and sustainability outcomes through better water cycle management and energy efficiency, reduced waste and the generation of locally-produced and renewable energy

The walking catchments of all centres well served by public transport should be considered for urban renewal to make the most efficient use of accessible locations.

Achieving urban renewal in some parts of Sydney has proven to be difficult. In some locations where multi-dwelling housing, shop-top housing and residential flat buildings are permissible, there may be insufficient demand in the short term for this type of development to make it viable. In other locations where demand exists for such housing, development controls may discourage redevelopment. The Government will address barriers to urban renewal through actions under this objective and related actions set out in *Delivering the Plan*.





DIFFERENT APPROACHES TO URBAN RENEWAL

Urban renewal planning will occur in several ways. Councils, the Department of Planning and Transport NSW will identify existing centres for urban renewal during the preparation of *Subregional Strategies* and *LEPs*.

In many instances, councils will undertake the planning of centres identified for renewal in conjunction with the Department of Planning and Transport NSW. In other instances, the Department of Planning will lead planning for the renewal of larger or strategically important centres in partnership with councils, Transport NSW and other relevant government agencies. Urban renewal will also occur through the Sydney Metropolitan Development Authority, (see *Delivering the Plan*) which will work across government to lead renewal of particular locations.

POTENTIAL URBAN RENEWAL OPPORTUNITIES FOR CENTRES

There are many accessible centres in the Sydney metropolitan area where urban renewal opportunities exist. The Potential Urban Renewal Opportunities map (Figure B5) identifies rail corridors within which urban renewal opportunities for centres will be explored. These rail corridors have either existing and short-term capacity, or medium-term capacity. The delivery of the rail clearway projects together with rail initiatives in the Government's \$50.2 billion commitment to transport over the next 10 years will unlock further capacity to support renewal in centres on the rail network connecting the regional cities, particularly Parramatta.

Within the identified rail corridors, centres and their walking catchments will be the focus for urban renewal. The Department of Planning, Transport NSW and councils will use *Subregional Strategies* and *LEPs* to identify the centres in which renewal will take place.

The Metropolitan Plan for Sydney 2036 map identifies long-term corridors for investigation for transport and urban renewal. These corridors go beyond the life of the Metropolitan Transport Plan and have the potential to play a role in unlocking further renewal opportunities in existing urban areas. *Transport for a Connected City* contains further information regarding these corridors.

EPPING



FIGURE B5 **POTENTIAL URBAN RENEWAL OPPORTUNITIES SUPPORTED BY THE RAIL NETWORK**



LEGEND

-  Sydney Metropolitan Development Authority Initial Urban Renewal Centre
-  Housing NSW Current Urban Renewal Project
-  SPECIALISED CENTRE
-  POTENTIAL SPECIALISED CENTRE

-  **HEAVY RAIL CORRIDOR**
with existing and short term capacity to support urban renewal of centres
-  **LIGHT RAIL CORRIDOR**
-  **10 YEAR FUNDED HEAVY RAIL PROJECTS**





SYDNEY METROPOLITAN DEVELOPMENT AUTHORITY

The Sydney Metropolitan Development Authority (see *Delivering the Plan*) will work across government, with councils and the private sector, to achieve high quality urban renewal. The Department of Planning and Transport NSW will work together to identify sites suitable for investigation by the Authority. Where appropriate, the Authority will act as a development proponent on State-owned land to expedite development and provide local economic benefits. It will coordinate infrastructure planning and consider options to fund renewal, including value uplift and private sector investment.

CENTRES DESIGN GUIDELINES

Better designed development and good planning is vital to ensuring new development and growth is welcomed by local communities. Good urban design helps ensure buildings and the public domain work together to create places that are welcoming, interesting and safe.

The Department of Planning will finalise the Centres Design Guidelines document to provide best practice design principles to guide the urban renewal of existing centres and the design of new centres. These principles will inform the preparation of *LEPs* and *DCPs*. The Department will also issue a document featuring well designed residential projects of various types and densities. This will assist councils to achieve housing targets by encouraging innovative housing types suitable for different locations (see Action D4.1 in *Housing Sydney's Population*).

URBAN RENEWAL IN AN EXISTING CENTRE CAMMERAY

Cammeray is identified as a Small Village in the *Draft Inner North Subregional Strategy*. The centre is focused on retail and other commercial development on a section of Miller Street. The redevelopment of a site on the corner of Miller Street and Amherst Street, adjacent to the existing commercial part of the centre, has provided a mixed use development of 39 residential units, approximately 5,000 m² of retail space and a new public space. The site is adjacent to a strategic bus corridor and is close to local open space. The development is an example of the way in which the urban renewal of key sites can provide well-located housing and retail space and enhance the amenity of a centre by providing additional public space.



STOCKLAND

PLANNING FOR NEW NEIGHBOURHOOD CENTRES NEAR SCHOOLS

The Department of Planning, the Department of Education and Training, the Government Architect's Office and a local council will work in partnership to identify an existing public school, with capacity for extra students, as the focus for a new Neighbourhood Centre. In the hierarchy of centres detailed in Appendix 4, a Neighbourhood Centre is a small group of shops that supplies daily needs. The selected school will need to be in a location that is serviced by public transport, and in a neighbourhood which provides good residential amenity. The project will undertake master planning to support this proposition as a model for the development of similar centres in other locations. This initiative recognises that schools are often a focus for community activity. However, not all schools will be appropriate locations for new centres. Schools are only one of many community assets that can help to make an area suitable for a new centre.



ACTION B3.1

Plan for new centres in existing urban areas and greenfield release areas

The Department of Planning and councils will use *Subregional Strategies*, local strategic planning and *LEPs* to carefully identify opportunities for new centres in existing urban areas that are distant from existing centres. This will assist in the urban renewal of places not currently within the walking catchments of existing centres.

The appropriateness of locations for new centres will depend upon a range of factors including public transport access, proximity to good quality open space, primary schools, residential amenity of the area, heritage significance and adaptability of existing buildings, and market demand. Consideration should also be given to the impact of a new centre upon facilities and services in existing centres.

Planning for a new centre should focus commercial development in the core of that centre around a public transport hub (which in some areas may be a high frequency bus stop), rather than being dispersed throughout the entire walking catchment of the centre.

Planning for the urban renewal of large sites outside walking catchments of existing centres should investigate the establishment of new centres within the urban renewal area. This will help ensure areas of new housing are better serviced by shops and services.

In the North West and South West Growth Centres, the Department of Planning will continue to plan for new centres to meet community needs. Planning for other identified greenfield release areas will also involve identifying appropriate locations for new centres.

ROUSE HILL



ANDREW JORDAN

ACTION B3.2

Plan for urban renewal in identified centres

The Potential Urban Renewal Opportunities (Figure B5) map identifies some potential priority areas with opportunities for urban renewal. This map will guide the preparation of *Subregional Strategies* and *LEPs*, during which time the Department of Planning, Transport NSW and councils will identify other suitable centres for urban renewal.

When considering whether potential exists for urban renewal to occur in a centre, a number of characteristics (listed below) may exist alone or in combination with others to provide renewal and growth opportunities for that centre. They do not all need to be present to make a centre suitable but should be considered when reviewing renewal opportunities. Other characteristics may also make a centre suitable for renewal:

- existing or planned public transport capacity
- availability of large, well-located sites, potentially available for redevelopment over time (public or private ownership)
- land ownership and subdivision patterns and opportunities for consolidation
- scale of existing built form within and surrounding the centre and scope for future redevelopment
- economic feasibility of redevelopment
- availability of social infrastructure including public school capacity and public open space (existing or future opportunities)
- role and function of a centre within the centres network

- Mix of uses already provided in the centre
- Presence of civic and community uses which support and enhance a centre
- Any factors which may be a constraint to urban renewal such as location of busy roads, flood liable land, challenging topography, bushfire risk, aircraft noise, heritage items, heritage conservation areas, or other environmental constraints

Councils will undertake the planning of many of the centres identified for urban renewal through local strategic planning work and the amendment or preparation of *LEPs* and *DCPs*. Councils will work with the Department of Planning and Transport NSW.

For a smaller number of centres identified for urban renewal, the Department of Planning with Transport NSW will lead strategic planning work and preparation of planning controls. It will work with councils, Transport NSW and other relevant Government agencies to progress this work. The selected centres will be a focus for renewal in their local areas, and will also act as a model for what can be achieved in other parts of the city.

Some centres where Government involvement is necessary to stimulate renewal and encourage private investment will also be considered. The Sydney Metropolitan Development Authority (refer below) will be responsible for the delivery for a subset of urban renewal precincts requiring intensive coordination.

The *Urban Renewal SEPP* (see *Delivering the Plan*) will allow the NSW Government to coordinate, with the input of local stakeholders, the strategic planning work of nominated urban renewal precincts. The process will have

RHODES



the capacity to review existing planning controls to allow for a greater range and intensity of development options, and to provide strategies for the revitalisation of existing centres and their public domain.

Improvements to public transport and the rail system in particular, will present new opportunities for urban renewal. For example, the implementation of the Parramatta to Epping Rail Link will improve the accessibility of several existing smaller centres along the new rail line. The role, function and capacity of each centre need to be examined as part of planning for the rail line to maximise opportunities created by the improved public transport infrastructure.

The Department of Planning, Transport NSW and Blacktown City Council will investigate Blacktown as a priority area for urban renewal to capitalise on recent investment and future commitment to transport infrastructure and the centre's significant capacity to grow. Housing NSW can assist with this work. Other centres for investigation would emerge as a result of strategic assessment by Government.

ACTION B3.3

Provide for the protection and adaptive reuse of heritage items in centres undergoing urban renewal

Heritage items contribute to the richness of urban areas and should be protected and adaptively reused to help shape the urban renewal of centres. Good design that integrates heritage items can contribute to place-making and community identity. The retention and adaptive reuse of heritage buildings can contribute to good urban renewal of existing centres. *LEPs* and *DCPs* should encourage good urban and architectural design, and ensure new buildings relate well to heritage buildings. This will allow heritage buildings to retain their civic presence and heritage significance. Adaptive reuse of heritage buildings also helps retain the embodied energy in construction materials and reduces demolition waste and landfill material.

